

Cloudy tonight, rain.  
Tuesday fair and colder.

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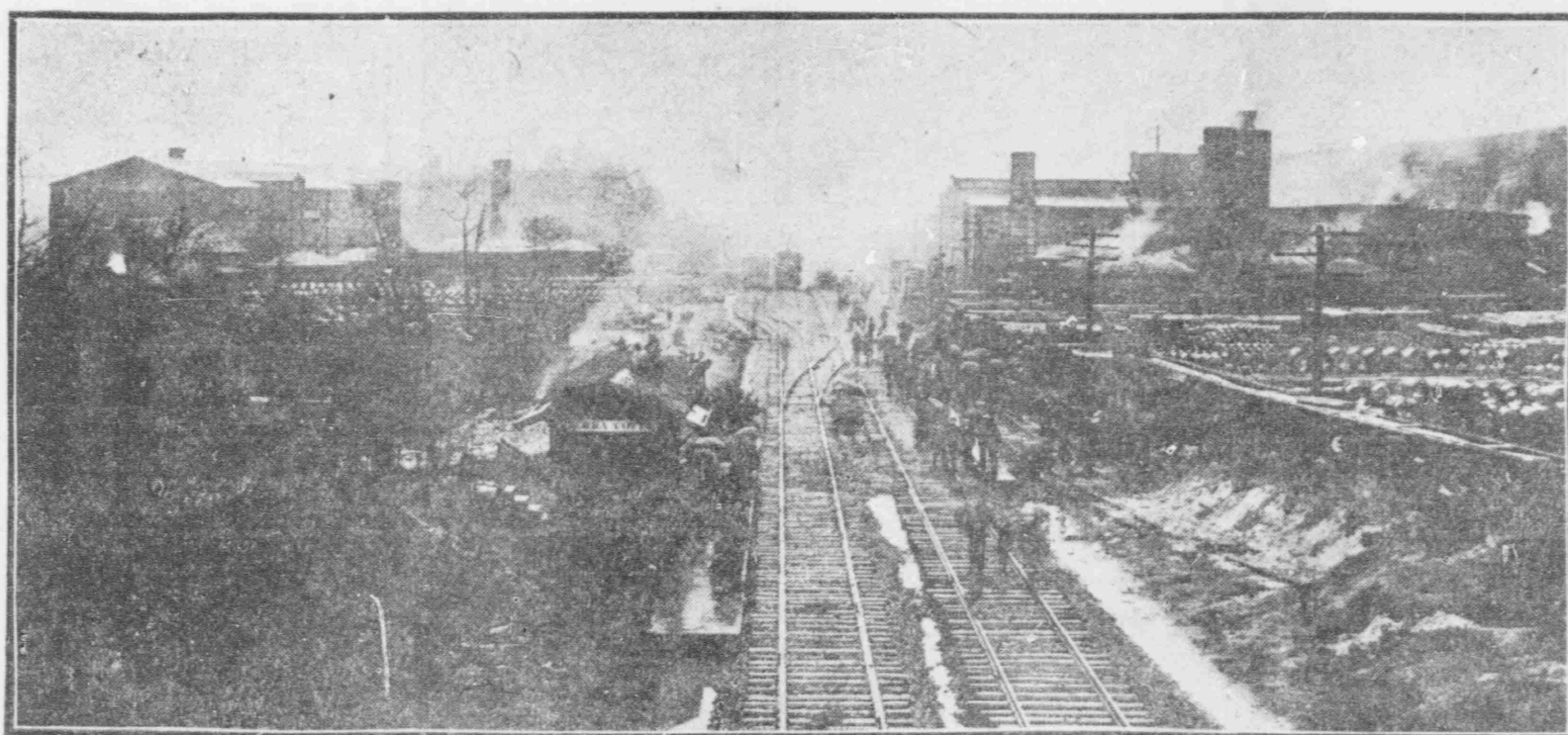
WASHINGTON, MONDAY EVENING, DECEMBER 31, 1906.

PRICE ONE CENT.

## INTERSTATE COMMERCE COMMISSION TO MAKE INQUIRY

# 43 Dead, 80 Injured In Terra Cotta Wreck

PHOTOGRAPHS TAKEN AT SCENE OF WRECK EARLY THIS MORNING



ALL THAT WAS LEFT OF THE REAR CAR OF THE PASSENGER TRAIN.



THE SCENE OF THE WRECK AT TERRA COTTA.

### BLUNDER, GALLOWAY ADMITS

Horrible Catastrophe  
Could Have Been  
Avoided.

Engineer or Towerman  
Responsible, Says  
Official.

Railroad Has Nothing  
to Conceal About  
Disaster.

"This horrible catastrophe could have been avoided. Some one is responsible and we intend to leave no stone unturned until that responsibility has been fixed. From what I have learned so far, one of two men made an inexcusable blunder, which one I do not know, and it will be impossible to say until an investigation has been made."

#### Blames Freight Engineer.

In the above statement, made to a Times reporter just before he stepped aboard a train at 3 o'clock this morning, C. W. Galloway, general superintendent of transportation of the Baltimore and Ohio railroad, exonerated the company from all blame, and put the responsibility on the engineer of the freight train or the operator at the Takoma block.

"If I could locate the responsibility definitely I would be very glad to tell you," continued Mr. Galloway. "We have nothing to conceal in the matter. We think that we have the very best system possible; in fact, there is no better one in the world, so far as the protection of passengers is concerned."

#### Going to Bottom of Wreck.

"The official investigation will be held this afternoon or evening. If the coroner's jury fails to hold the engineer or the block operator, we shall not consider the matter settled. We shall go to the bottom of this wreck, and as soon as the details have been learned a statement of the company's findings will be given to the press."

"The Takoma block was installed less than two years ago. West of Beltsmore the road is equipped with the Manual block, the safest system known to railroading. Each block has an individual operator, instead of working automatically, as is the case with the Hall system."

"Engineer Harry B. Hildebrand was considered one of the most careful men in our employ. I will say that he was second to none. Milton E. Phillips, the operator, has been at Takoma since the block was installed. He was clear-headed and one of the trusted employees. Hildebrand started in as fireman twenty-three years ago. He was then under age and small of stature."

#### Engineer a Good Man.

"When he entered the service his guardian made the remark that the first shovel of coal he threw on the fire would drag him in with it, and his friends freely predicted that he would not stick to railroading. He proved himself a good man, however, and it was not long before he became an engineer."

Mr. Galloway was notified of the wreck shortly after it occurred, and arrived in Washington in time to go to Terra Cotta on the first relief train leaving the city. He returned to his home at St. Dennis, Md., on train No. 12 this morning.

### DR. E. G. HARRIS AMONG THE INJURED

Dr. E. G. Harris, whose name figured in the morning's death list, was not killed, but is a patient in the Casualty Hospital. The young physician is critically ill, however, and the house physicians entertain little hope of his recovery. The other pa-

### AWFUL SCENES ATTEND CRASH NEAR THE CITY

Big Engine Passes Signal, Dashes  
Into Crowded Passenger Train.  
Cars Splintered, Bodies  
Strewn on Tracks.

### Eleven More Bodies Identified Today

Forty-three people dead, eighty injured, and of the injured several in such a condition that death seems inevitable, are the appalling results of a rear-end collision on the Metropolitan branch of the Baltimore and Ohio railroad at Terra Cotta, four miles from this city, at 6:28 o'clock last night.

This awful sacrifice of life was caused, it is believed, by Harry Hildebrand, engineer of a monster engine drawing seven empty passenger coaches, running past the red signal at Takoma, which warned him that another train was ahead of him, and that he should stop, and dashing his train into the local, No. 66, telescoping the coaches, which were crowded with men, women, and children, most of them Washingtonians.

#### THREE COACHES SMASHED TO SPLINTERS.

The crash was a veritable harvest of death. Many were killed in an instant, without the slightest warning. The big engine drawing the empty coaches went through the passenger coaches from end to end, as a knife blade may be passed through a sheet of pasteboard.

Mangled men and women, dead bodies, car seats, clothes torn from the passengers, and portions of the cars reduced to splinters strewn the track for a distance of more than a quarter of a mile.

#### BODIES WERE HORRIBLY MUTILATED.

Two bodies were so mangled and mashed that the rescuers could not tell their sex. One body was found with the head crushed off.

A heavy fog hung over the scene, and added to the horrors of the catastrophe. The few who escaped from the train in such a condition as to allow them to walk were hindered in the work of rescue by the difficulty in seeing anything. The air was filled with the groans and agonized cries of the mortally hurt and the horribly mangled. Calls for help came from every quarter, from both sides of the track, and, most awful of all, from under the debris, the masses of twisted steel and splintered woodwork which pinioned down dozens of the injured.

And, in incessant anguish, there arose the cries of relatives for the loved ones whom they knew had been killed or injured when the crash came.

#### SURVIVORS WORKED HEROICALLY.

In spite of the obstacles those who survived the destruction of the train worked with heroism to help the unfortunate. Assistance came in a few minutes from the aroused inhabitants of Terra Cotta, and in half an hour physicians and other citizens from Brookland and neighboring places began to arrive.

But that first half hour, the thirty minutes when there was no medical assistance and when the rescuers, wounded and shaken themselves, worked in inky blackness, pulling aimlessly at the wreckage, attacking with frenzied despair the masses that were tombs for the dead and the dying, beggars description. Agony was everywhere and sorrow went hand-in-hand with pain.

Of the three wrecked coaches little remains. The big engine, No. 120, which plowed through the passenger train, is immense, one of the largest owned by the Baltimore and Ohio railroad. It was not damaged to any great extent, never left the rails, and, save for having its cow-catcher and outer bars and railings torn off, looks as good as it ever was.

### Filled With Horrors, Second Relief Train Was Traveling Morgue

Hundreds of Grief-Stricken Relatives and  
Friends Meet Injured and Dead at Station.  
Ambulances and Rough Coffins  
Ready for Dead.

When the second relief train, carrying the bodies of nearly all the victims, pulled in at the Baltimore and Ohio station shortly after 1 o'clock this morning, it was met by grief-stricken friends and relatives of those that were known to have been on the ill-fated train. News of the wreck had spread throughout the city like wild fire, and a crowd several hundred strong thronged the platform and forced themselves through the gate when the train arrived.

Ambulances from every hospital in the city as well as those from all

### The Dead:

#### NEW IDENTIFICATIONS TODAY.

SINCLAIR BELT, five years old, son of Dr. E. O. Belt.  
MISS MARY ALICE BOHRER, sister of Dr. William Owings Bohrer, forty-four years old, of Garrett Park, Md., identified by brother at morgue.  
MRS. MAURICE STERGON, Seventeenth and T streets northwest.  
MRS. F. A. MARTH, of 917 K street northwest.  
LUCY BELLE MULLICAN, of Deerwood, Md.  
CARRIE W. CROMWELL, twenty-three years old, 1423 U street northwest.  
LULU V. KOLB, twenty-five years old, 59 K street northwest.  
EDWARD L. GARRETT, 945 O street northwest.  
FRANCIS KUNLO, eighteen months old, of 18 P street northwest.  
MRS. BROWN, wife of Commodore Brown.  
MAGDELAINE WRIGHT, colored child.

#### HEREFORE IDENTIFIED.

COL. ROBERT ANDERSON, Newark, Ohio; head and trunk crushed.  
MRS. M. E. BAINES; died in private home at Terra Cotta.  
LEWIS W. BALDWIN, identified by card in his pocket, East Orange, N. J.  
DR. E. OLIVER BELT, Washington.  
THE REV. OLIVER L. BAILEY, of Newark, Ohio.  
EDWARD M. BELT, seven-year-old son of Dr. E. Oliver Belt, Washington.  
CORINNE BOHRER, white, nineteen years old, 1308 M street northwest, identified by father at 4 o'clock this morning.  
COMMODORE P. BROWN, identified by two pay envelopes containing \$95.  
MRS. SALLIE D. BUTTS, thirty years old; wife of W. J. Frank Butts, of the Health Department.  
MISS ROSALIE CROSS, about twenty-five years old, of 1310 Thirty-third street northwest, telephone operator; died at Georgetown Hospital about noon.  
MRS. SAMUEL L. COMPHER, forty years old, of 731 Third street northwest; trunk nearly cut in two; remains taken home.  
HENRY HIGBIE, father of George Higbie; body mangled almost beyond recognition; identified at scene of wreck.  
GEORGE HIGBEE, seven-year-old son of Harry Higbee.  
M. E. Church and statistician at Naval Observatory.  
ANNIE KUNLO, of 18 P street northwest.  
PROF. T. J. King, organist of Wesley Chapel, Kensington, Md.; body sent home.  
P. A. KELLY, engineer at the Capitol.  
J. T. KELLY, Kensington, Md., motorman on Kensington railway.

### INQUIRY BY U. S. MAY BE RESULT OF B. & O. WRECK

Interstate Commerce Commission Seeks Authority to Inquire Into Block Signals—Crime of Railroads Is Shown.

The Interstate Commerce Commission will consider, some time today, the advisability of making a special investigation into the causes of the Terra Cotta wreck on the Baltimore and Ohio Sunday night.

This statement was made by a member of the commission at noon today.

"I am not sure we have authority to do it," he said. "It has been suggested that we ought to have an expert present at the Coroner's inquest, and that may be done, though he could not take any part in asking the questions."

"But it is probable that under the joint resolution instructing us to investigate and report on the operation of the block signal system we could make a special inquiry in this, and the commission will take up as soon as possible the question of doing so."

ASTONISHING statements, made by the experts of the Interstate Commission to The Times today, indicate that the people of the United States have been misled into the impression that the block signal systems of this country are adding greatly to the safety of travel. On the other hand these systems have had no such effect. The commission's statistics prove that a constantly increasing proportion of accidents occurs.

The explanation given by the experts is startling. Briefly, they say that the block system's rules are flagrantly violated in order to do more business at expense of safety; that overworked and under paid men are placed at the towers to signal trains; that excessively long hours for these men, discomforts of their way of living while performing their duties, and the low quality of service that can be secured for the wages paid, combine to nullify the benefits that ought to be derived from rigid enforcement of the block system.

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